

JAMESTOWN, A WARSHIP OF NATIONAL INTEREST

Old Sloop-of-War is Now Lying Off Old Point Comfort Still in Service.

FINE VESSEL IN GOOD OLD DAYS

Vessel is Now in the Marine Hospital Service—Will be One of the Exhibits at the Ter-centennial Which Will be Held Next Year Across the Hampton Roads.

Lying just off Sewell's Point, Hampton Roads, Va., within sight of the men who are at work erecting buildings on the site on which the Jamestown exposition is to be held next year, lies the United States sloop-of-war Jamestown, which was on May 8, 1862, busily throwing solid shot at a company of men in gray who were encamped behind sandworks hastily raised on the spot where the workers are erecting the exposition buildings, says the New York Tribune.

A number of these men, their sons and grandsons are among those who are preparing to commemorate there the landing of the English colonists three hundred years ago at Jamestown.

Vessel Still in Service.
The ship Jamestown is still in the service of the government, having been stationed several years ago at the point where she now lies anchored for the marine hospital service as quarantine station.

She has not "stood to sea" since 1892. She was built at the Norfolk navy yard and launched in 1844, and on January 25 sailed on her maiden voyage, bound for the African station, and under command of R. B. Cunningham.

She mounted twenty guns, was of 1,150 tons register, 163 feet long, with 32 feet beam. Her armament was changed in 1861, and twenty new guns were put aboard. Fourteen of these each threw a 32-pound shot and six of them were 8-inch smoothbores.

Aided the Starving Irish.
The first important service in which she was engaged was in the cause of humanity. In March, 1847, when famine was raging in Ireland, she sailed from Boston, conveying a full cargo of foodstuffs, the gift of America.

In July, 1858, the Jamestown was at Havana, "to resist the right of search by the British." In October of the same year she was at Greytown, Nicaragua, searching for filibusters, who, under command of General Walker, sought to free Cuba.

On June 15, 1861, the Jamestown was recommissioned at Norfolk, and stood to sea on July 12. She was off Charleston, S. C., on August 5, and chased, ran ashore and burned the bark Alvarado. She captured the schooner Charles Albright on August 31, and captured, dismantled and sent the schooner Charles Long on September 4. She put in at New York city in September 4. She stood to sea thence on December 15, capturing the sloop Havlock, and on May 1, 1862, captured the prize brig Intrepid.

Then she came back to Hampton Roads, within a few miles of her native home, and there shot at Sewell's Point. Many of these missiles have been dug up since the excavating for the exposition buildings was begun there.

Nursery for Admirals.
The Jamestown was a nursery for admirals. At times during her long life many men whose names are known in naval history sailed in her. W. T. Truxtun commanded her in 1869, Charles V. Gridley in 1864, Henry Glass in 1850, A. D. Brown in 1882, Bancroft Gerard in 1870, S. B. Luce in 1883, C. J. Train in 1886, B. P. Lamberton in 1889 and C. F. Goodrich in 1891.

Representative Harry L. Maynard, of the Norfolk district, has set his heart on having a warship built at the Norfolk navy yard during the Jamestown exposition. He has asked Congress to let Norfolk build another warship, to be named the Jamestown.

The Jamestown on October 8, 1867, lay in the harbor of Sitka while, as the navy records recite, "the Russian flag was hauled down and the American flag hoisted on the government house."

JAPAN TO RULE SEAS.

Brown Men Becoming Masters of the Pacific Ocean.

In 1901 the total tonnage of Japan's merchant marine was 180,000.

The present total tonnage is 250,000.

ANOTHER WONDER OF SCIENCE.

Biology has Proved that Dandruff is Caused by a Germ.

Science is doing wonders these days in medicine as well as in mechanics. Since Adam lived, the human race has been troubled with dandruff, for which no hair preparation has heretofore proved a successful cure until Newbro's Horpicide was put on the market. It is a scientific preparation that kills the germ that makes dandruff or scurf, by digging into the scalp to get at the root of the hair, where it saps the vitality, causing itching scalp, falling hair, and finally baldness. Without dandruff hair must grow luxuriantly. It is the only destroyer of dandruff. Sold by leading druggists. Send 10c in stamps for sample to The Horpicide Co., Detroit, Mich.

ALLEN'S DRUG STORE, HANGER & GULICK, SPECIAL AGENTS.

BUILT UP HER HEALTH SPEEDY CURE OF MISS GOODE

She is Made Well by Lydia E. Pinkham's Vegetable Compound, and Writes Gratefully to Mrs. Pinkham.

For the wonderful help that she has found Miss Cora Goode, 255 E. Chicago Avenue, Chicago, Ill., believes it her duty to write the following letter for publication, in order that other women afflicted in the same way may be



Miss Cora Goode

benefited as she was. Miss Goode is president of the Bryn Mawr Lawn Tennis Club of Chicago. She writes: Dear Mrs. Pinkham:—

"I tried many different remedies to build up my system, which had become run down from loss of proper rest and unreasonable hours, but nothing seemed to help me. Mother is a great advocate of Lydia E. Pinkham's Vegetable Compound for female troubles, having used it herself some years ago with great success. So I began to take it, and in less than a month I was able to get out of bed and out of doors, and in three months I was entirely well. Really I have never felt so strong and well as I have since."

No other medicine has such a record of cures of female troubles as has Lydia E. Pinkham's Vegetable Compound. Women who are troubled with painful or irregular periods, backache, bloating (or flatulence), displacement of organs, inflammation or ulceration, can be restored to perfect health and strength by taking Lydia E. Pinkham's Vegetable Compound.

Mrs. Pinkham invites all sick women to write her for advice. She has guided thousands to health. Her experience is very great, and she gives the benefit of it to all who stand in need of wise counsel. She is the daughter-in-law of Lydia E. Pinkham and for twenty-five years has been advising sick women free of charge. Address, Lynn, Mass.

Much of this vast increase represents ships captured from Russia.

About 40 vessels of from 500 tons burden and up were purchased from Great Britain.

Nippon Yusen Kaisha fleet consists of 75 vessels, tonnage 260,000.

Osaka Shosen Kaisha fleet, 57 vessels, tonnage 92,000.

Union of Steamship Owners' fleet, 171 vessels, tonnage 313,000.

There are many other steamers owned by similar companies.

Japanese shipyards are turning out vessels equal to the largest and finest American ships on the Pacific ocean.

And the Japanese are turning out more of them.

In the Chinese coast trade the Japanese are outdoing Great Britain.

All these Japanese ships do not do a large amount of business, but they are driving other shipping out of the field.

The Japanese are reaching out for passenger business. The government helps the owners with big subsidies.

The earnings of Japanese ships last year were not satisfactory, but the owners are extremely optimistic as to the future.

Maybe the Japs are overdoing themselves, but it is obvious that the motives of the Japanese vessel owners and the Japanese government is to force the transportation issue in the Far East.

To do so, is the opinion of other shippers, will require great care, trouble, and, at least, preliminary great loss.

BOY INVENTS AIRSHIP.

No Toy Affair, But One That Will Fly, So It is Said.

(Special to the Daily Press.)

CONNEAUT, O., May 26.—There are two notable and youthful inventors in Ohio, one here and one in Columbus.

Wade Hazeltine is a pupil in the schools of this city. For a long time he has taken great interest in things of a scientific nature, and has performed chemical experiments, and has also demonstrated marked mechanical skill, and has built a gas generator upon which he has patents pending.

A principal feature of this invention which checks the formation of gas when the service is shut off.

The Columbus lad who is showing great inventive genius is Cromwell Dixon, 13 years old, of 1559 Highland street. He is building an airship.

That it is no toy is demonstrated by the fact that \$300 has already been expended in the Japanese silk of the balloon. Although so young in years, this boy has given much attention and study to aerial inventions.

When Knabenshue, with his airship, was at the State fair in Columbus, Cromwell spent a great deal of time with him, and Knabenshue took great pains to answer his questions.

In his workshop, at the rear of his home, he spends much time, and has built several things of interest and value. He built a fish that would swim by means of clockwork.

The airship is being built in a larger shop than the one in the rear of his home. In appearance this ship is not unlike Knabenshue's. The car is 12 feet in length. It is three-cornered in shape, and made of slender pieces of spruce and cedar. The engine is two horse power, is covered with aluminum, and weighs 25 pounds. It is of Holland make. The balloon will be more pointed than Knabenshue's airship, and will have three blades on the propeller instead of two. The balloon is being constructed by a balloon maker in accordance with the boy's plans.

TRADE IN THE YUKON STEADILY DECLINING

Americans, Nevertheless, Are Getting Much Business From the Gold Fields.

ALASKA THOUGH IS BEST FIELD

Greatest of Rivers Being Dredged by the Brawny Men Who Seek Yellow Nuggets—New Era in the Country of Ice and Snow—Canadians in the Lead.

(By Associated Press)

WASHINGTON, D. C., May 26.—The trade of Yukon territory. Dominion of Canada, has become a very important one, especially to the United States, since the first discovery of gold in the Klondike.

Returns have recently been made of the trade of the territory for the calendar year 1905, which will prove of general interest to American exporters. There was a considerable decline both in imports and exports as compared with the twelve months preceding.

The total value of goods shipped to Yukon in 1905 was \$4,575,617, as against \$6,631,108 in 1904, foreign goods imported, chiefly from America, being valued at \$1,451,400, while \$2,224,217 represents the amount furnished by Canada. The balance of trade was in favor of Canada to the extent of \$1,772,817 in 1905, as against \$2,643,622 in the previous year. In view of this fact the imports from the United States show remarkably well.

New Era in Gold Fields.
This change in the trade must be considered in view of the fact that a gold dredging era is dawning upon the Klondike; that last year the first shipments of dredging machinery began to arrive, and that American gold dredging machinery manufacturers held undisputed control of the market. This will account for the large amount of trade recorded in 1904 and explain satisfactorily the decline noted for 1905.

From being what was called a "graveyard to navigators," the Upper Yukon river has now become practically as safe as a canal. During the open season steamers, barges, scows and canoes in great numbers ply its waters, and accidents of any description are very rare.

Yukon River a Highway.
The Yukon river forms a convenient highway through the central portions between the White Pass and Yukon route from Skagway to Dawson, and the American route from Seattle to Dawson via St. Michael.

Generally speaking, Yukon territory and the Forty Mile district in Alaska are served by the Canadian route, while the American route supplies the wants of the lower river points, including the Tanana, Koyukuk and Rampart mining districts. Fairbanks alone during the last winter required as large stores of provisions as Dawson.

In order to develop properly the Yukon territory the Canadian government has annually granted concessions not only for the construction and maintenance of roads and trails, amounting since 1899 to \$1,386,400, but also for the improvement of the Yukon river and its tributaries. The plans for the present year provide for the expenditure of \$15,000 in rock blasting.

Canada Aids the Country.
Since the opening up of the country a few years ago the Dominion government has appropriated some \$175,000 for Yukon river improvement. On the American side in Alaska improvements have not even started as yet.

The Yukon flats still endanger and retard American shipping, as do the obstructions at the mouth of the Yukon, which were explained to the

Senate sub-committee which in 1903 investigated conditions in Alaska. The removal of these obstructions is a paramount condition to the development of Alaska.

Vast Territory for Traders.
The measures taken by the Canadians show that they propose to hold the Forty Mile trade if possible. According to the United States Geological survey, the Forty Mile basin proper comprises more than 2,100 square miles, an area double that of the State of Rhode Island. Its population in 1903 was estimated at about 2,000, but owing to emigration to the wonderfully rich and more accessible gold fields of the Tanana valley, the number has decreased and now hardly exceeds 750.

In the absence of good roads on the American side, the trade of the miners naturally goes to Dawson. Prices of supplies in the Forty Mile country are consequently abnormally high. Sugar sells for 25 cents a pound, flour at \$15 for a one hundred pound sack and bacon for 50 cents a pound.

Winter Months Time for Freight.
Machinery can only be taken in during the winter with the greatest difficulty and at enormous expense. These conditions are responsible for the backwardness of the Forty Mile district, although it ranks as among the oldest and most reliable of the placer gold producers in Alaska and Yukon Territory, and without doubt has in store exceedingly bright and prosperous days.

With the conditions described relieved the workingmen of the Forty Mile country would live more comfortably, more safely and with a reduction of at least 40 per cent in the cost of their living, and the next two years would probably see the population trebled and make of Eagle a town only less in size to that of Dawson.

Made Happy for Life.
Great happiness came into the home of S. C. Blair school superintendent, at St. Albans, Vt., when his little daughter was restored from the dreadful complaint he names. He says: "My little daughter had St. Vitus' Dance, which yielded to no treatment but grew steadily worse until as a last resort we tried Electric Bitters; and I rejoice to say, three bottles effected a complete cure." Quick, sure cure for nervous complaints, general debility, female weaknesses, impoverished blood and malaria. Guaranteed by W. Blair Langhorne's drug store, price, 50c.

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Mrs. M. E. Scott, wife of M. E. Scott, employed in the shipyard, residing at 2619 Lafayette avenue, says: "When I first procured Doan's Kidney Pills a dull aching in the small of my back and through the loins was very pronounced. It was only an attack similar to predecessors which had annoyed me for some months. When they were in the acute stage if I contracted even a slight cold it was sure to settle in the small of my back and an aggravation of the complaint followed. Morning after morning I have been so lame and sore that I was poorly prepared to commence the day's duties. In a short time the trouble was removed and I was cured."

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